

Company the inevitable answer to all but wagon dealers was: "We have no ice to sell. We cannot supply our own wagons."

After that a story of the difference between the trust and independent dealers was told. The former would sell no ice at all to the poor, the independent would sell in their own time and at their own price.

Mrs. Annie Hoffman of No. 19 Cannon street, one of the women who was dunned at the station street office, seemed to be one of the better class of tenement dwellers. She spoke good English.

"It was shameful," she said, "how the poor women were treated to-day. Throwing water on us was only part of it. I myself have been coming here since 4 o'clock. My husband is sick and must have ice or he may die."

The managers said the water throwing was the only way they could keep the women out of the office so that business could go on. They declared that their price to-day was the same as yesterday—10 to 12 cents, or 10 per cent. more than the usual price.

MERCURY TAKES A DROP AND BREEZES COOL CITY

Much Needed Showers and a Decrease in Humidity Bring Relief From the Torrid Spell, but Death List Grows.

Without the apparent knowledge and consent of the Weather Bureau cool breezes blessed the city to-day and broke the terror of the prospect of another long continued roasting spell like that of last week. Early morning showers caused a cool dawn, but the weather sharps shook their heads forebodingly and said it was only a temporary relief.

A fifteen-mile-an-hour sea breeze settled in at about noon. It was not only cool, but fresh with the invigorating tang of salt water. There was the utmost contrast between noon to-day and noon yesterday. At 11 o'clock yesterday morning the thermometer stood at 90 and there was no breeze. To-day at the same hour it was at 80 with a cool breeze to help.

LUIS MOONEY ONE OF THE VICTIMS OF THE HEAT.

As always, however, the sudden reduction of temperature did not stop the stretching of the death toll from heat. Many persons were too much exhausted yesterday to respond to the respite. Among the deaths reported was that of Luis Mooney, a brother of E. L. Mooney of the law firm of Blandy, Mooney & Shipman. Mr. Mooney was a copy reader of telegraph news for the New York Tribune. He went to his home in the Hotel Brevoort early to-day, partly overcome by heat. He found dead in bed later in the day. Mr. Mooney was thirty-five years old. He had been real estate editor and London correspondent of the Herald and then started a real estate business, which suspended during the panic of 1907.

JULY TEMPERATURE EIGHT DEGREES ABOVE THE AVERAGE.

A computation of the average temperature for the first twelve days in July this year shows that it has been 8.1. The normal average for the month of July is 7.1.

The following report on weather conditions for the twenty-four hours ending at 8 A. M. to-day was given out by the local Weather Bureau:

Considerably cooler weather prevailed in the Lake region and slightly cooler weather has extended eastward to the Atlantic coast except New England.

Precipitation has been quite general in Arkansas, Louisiana and eastward to the Atlantic coast, and northward over Illinois, Indiana and Ohio. Scattered showers are reported in the north Atlantic States, Iowa, Kansas, Texas and the Canadian Northwest. Rain exceeding one inch occurred at Springfield, Ill., and Louisville, Ky.

An extensive high pressure area is spreading over the Rocky Mountain region and the Missouri Valley. From this a gradual return to about normal July temperatures will occur in this vicinity to-night and Thursday, with generally fair weather. The wind will be moderate west and northwest.

HOW THE HEAT DEATH LIST HAS GROWN TO-DAV.

The following deaths had been reported to the police since midnight:

BORNHOFF, MRS. DORA, fifty years old, No. 47 Marcy avenue, Brooklyn. Died at home.

CEHRA, JOSEPH, forty-nine, No. 81 Macdougal street, died at home.

GERGENT, CHARLES, seventy-one, No. 325 East Fifty-fourth street, died at home.

GERKEN, HENRY, forty-four, No. 820 West Forty-ninth street, died at home.

GREEN, ROBERT, six months, No. 428 East Sixty-ninth street, died at home.

HERTZOG, ROSA, sixty-nine, Third avenue and Ninety-fourth street, died in Second avenue, Astoria.

HINES, PATRICK, fifty, of No. 4446 Fulton street, died in front of No. 269 Chestnut street, Brooklyn.

JOHNSON, STELLA, nine years old, No. 132 Douglas street, Brooklyn; overcome and died at home.

KOSTER, JOHN, two weeks old, No. 312 East Ninety-first street, died at home.

LOUNDSMAN, SAMUEL, seven weeks old, No. 205 East Ninety-ninth street, died at home.

McGOVERN, CHARLES, forty-three years old, No. 12 Carlton avenue, died at home.

McLOUGHLIN, MISS ROSE, sixty, No. 360 First avenue, died at home.

MILLER, HENRY, sixty-one, No. 610 St. Ann's avenue, the Bronx, died at home.

MOON, EDWARD, twenty-five, No. 311 West Forty-seventh street, died at Flower Hospital.

MOONEY, LOUIS, thirty-five years old, died in his room at the Hotel Brevoort.

MULLALLY, MARGARET, five years, No. 281 Prospect avenue, Brooklyn; overcome and died at home.

PETERSON, NATHANIEL, fifty-seven years old, No. 11 First street, died at home.

PORONNEY, WILLIAM, thirty years old, of No. 78 East One Hundred

Lemonade and push cart vendors told a different story. Abe Sherman, one who peddles lemonade in the tenement districts, said:

"I had hard work to get any ice at all to-day, and the cake I usually get for twenty-five cents cost me sixty cents. Usually I take in about \$2 a day and make barely enough to live on. To-day if I make fifty cents I will be lucky."

DISTRICT ATTORNEY EXPECTS TO GET PROOF AGAINST TRUST.

District Attorney Whitman said to-day that he was expecting a delegation of independent ice dealers, headed by Joseph A. Sheridan, and Hugh McKee, with evidence according to the dealers, that the Knickerbocker Ice Company had refused to sell ice to retail dealers unless they signed contracts with the trust. The retail dealers also complain that some of the largest independent wholesalers are allied with the trust and are selling at the same prices, sometimes as high as \$7 a ton.

"If I get evidence of such practices," said Mr. Whitman, "I will press the complaints to the limit. I am ready to receive and investigate any and all complaints."

"SOUSE BOARD" APPOINTED BY MAYOR GAYNOR

Two Physicians, Two Clergymen and a Philanthropist to Look After Inebriates.

MAY ESTABLISH COLONY.

Law Requires the Opening of Central Offices and Investigation of All Arrests.

Five members of the Board of Inebriety—known in some quarters as the "Souse" Commission—were appointed by Mayor Gaynor.

The law requires him to appoint two physicians and he named Dr. William Browning of No. 54 Lefferts place, Brooklyn, and Dr. John Dornan of No. 134 West Eighty-third street, Manhattan. Dr. Browning was recommended by Alfred T. White, President of the Brooklyn Bureau of Charities. Dr. Dornan is the physician-in-chief of St. Francis Hospital. Two clergymen—Rev. Dr. William Morrison, pastor of All Saints Protestant Episcopal Church, Brooklyn, and the Very Rev. John J. Hughes, Superior of the Paulist Fathers in Manhattan—were named as members. Thomas J. Oulton was appointed as a resident of the Board. Mr. Oulton is a retired merchant of fortune, interested in charitable work. The Commissioner of Charities and the Commissioner of Correction are also by law members of the Board.

MAKES POSSIBLE ESTABLISHMENT OF INDUSTRIAL COLONY.

The Board of Inebriety was provided for in an act passed by the Legislature of 1910. The act makes possible the establishment by the Board of a hospital and industrial colony to receive as inmates persons suffering from habitual inebriety.

The Board is required to have a central office in Manhattan and the Bronx and a central office for the Boroughs of Richmond, Brooklyn and Queens. These offices must always be open, Sundays and holidays included. At these offices a bureau of records of men arrested for public intoxication is to be kept.

The Board is authorized, with the approval of the Board of Estimate and Apportionment, to acquire a site for a hospital and an industrial colony for the care and treatment of inebriates. This industrial colony may be within or without the city. Whenever after the Board is appointed, any male person is arrested for public intoxication the Board must be notified by telephone of such arrest and the name and address of the person arrested given to the Board.

FIELD OFFICERS TO INVESTIGATE ALL ARRESTS.

A field officer of the Board of Inebriety will be sent to investigate the case and ascertain whether the prisoner has any person dependent upon him for support and all the facts about him. If it is found that the prisoner has not been arrested before he may, after recovering from his intoxication, sign a request for his immediate release. In this request he must give his own name and address, the names of any persons dependent upon him for support, must give his place of employment, if any, and must state that he has not been arrested for public intoxication within the twelve months next preceding.

The definition of an inebriate given by the act is:

"A person who is incapable of properly conducting himself or his affairs, or is dangerous to himself or others, by reason of habits of periodic, frequent or constant drunkenness, induced either by the use of alcoholic or other liquors, or of opium, morphine or other narcotic or intoxicating or stupefying substance."

The Board has power to parole inmates when their condition warrants it. If any person committed to the hospital or industrial colony is financially able to pay his way, the board can collect money for his expense.

EDWARDS CONFERS WITH DISSATISFIED DRIVERS.

Promises Vacations and Discusses Desire of Men to Return to Day Work.

Street Cleaning Commissioner Edwards to-day met and conferred with a delegation of the drivers of his department, headed by George S. Prescott, and discussed with them the question of night work in the department. There was no hint or talk during the conference of a strike, the men presenting their arguments in favor of returning to the old system of day work. They complained that they were being kept out in the districts longer than the required eight hours, and they also requested that vacation dates be set.

"I am glad to know," said the Commissioner, "that there is no danger of a strike. You men have your ideas how things should be run, and I have my own ideas, but I happen to be the Commissioner. I have been unable up to the present time to give any vacations, but I am now ready to say that vacation orders will go out, and seven days' leave will be given drivers, sweepers, etc."

Sighted a Comet.

PITTSBURG, Pa., July 12.—Director Frank Schlesinger of the Allegheny Observatory this morning reported that a fairly bright comet in the eastern sky. Its right ascension is four hours and forty-five minutes and its declination 34 degrees, 30 minutes. It is in the constellation of Auriga, not far from the bright star Capella.

RACING RESULTS AND ENTRIES

LATONIA RESULTS.

FIRST RACE—Six furlongs.—Bob Co., 130 (Turner), first; Peter Bender, 108 (Burton), second; Ben Double, 111 (McTaggart), third. Time, 1:15.2-5. Lasa Ja, 107 (Covendon), Orphan Lad, 104 (Holt), Mark Anthony II, also ran and finished as named. Mutuels paid: Bob Co., \$106.90 win, \$26 place, \$9.90 show; Peter Bender, \$119.90 place, \$4.90 show; Ben Double, \$29.90 show.

SECOND RACE—Six furlongs.—Mack B. Enbanks, 109 (Gans) first; The Reach, 106 (McCahey), second; Amos, 116 (Gossett), third. Time, 1:15.2-5. Lewis, 810 (Haines), also ran and finished as named. Two-dollar mutuels paid: Mack B. Enbanks, \$23.90 to win, \$6.70 to place, \$2.90 to show; The Reach, \$4.40 to place, \$2.90 to show; Amos, \$2.30 to show.

THIRD RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FOURTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FIFTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SIXTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SEVENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

EIGHTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

NINTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

TENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

ELEVENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

TWELFTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

THIRTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FOURTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FIFTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SIXTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SEVENTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

EIGHTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

NINETEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

LATONIA ENTRIES.

RACE TRACK, LATONIA, Ky., July 12.—The entries for to-morrow's races are as follows:

FIRST RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SECOND RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

THIRD RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FOURTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FIFTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SIXTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SEVENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

EIGHTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

NINTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

TENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

ELEVENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

TWELFTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

THIRTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FOURTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

FIFTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

SIXTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

EIGHTEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

NINETEENTH RACE—Three furlongs.—Up and up, one and three-eighths miles. Wags, 92 (Bottle), first; The Navy, 92 (Knight), second; Denver, 107 (Silver Knight), 100 (Sims), 100 (Zelen), 100 (Lambert), 100 (Green), 100 (Marquette), 100 (Fulton), 100 (Hunt).

DEAD IN RUINS OF FLAME-SWEPT MICHIGAN TOWNS

Heavy Loss of Life Reported in Au Sable and Oscoda and Some Victims Found.

DETROIT, Mich., July 12.—While there are reports of heavy loss of life, only three bodies had been found up to a late hour to-day in the ruins of the villages of Au Sable and Oscoda, which were destroyed yesterday by forest fires. One of the bodies was that of Samuel Rosenthal, a tailor, and the other two were so badly charred as to be beyond identification.

State Fire Warden Oates received reports to-day at Lansing of fires near Onaway, Millerburg, northwest of Roscommon and in Antrim County, but said that the telegraphic reports from his deputies did not indicate that any communities were menaced at present.

Reports concerning the village of La Rosque are conflicting. From Bay City comes the statement that La Rosque escaped the flames, while from Cheboygan comes a report that two lives were lost there.

The destruction of the twin villages of Au Sable and Oscoda and the \$500,000 fire at Alpena, which were not due to forest fires, probably caused exaggerated reports of heavy damage and possible loss of life from forest fires in the northern counties of the southern peninsula of Michigan. Towns along the Detroit and Mackinac Railroad from Posen, in Cheboygan County, suffered considerable damage, but many towns that were last night reported burning are to-day declared safe. These include Lewistown, Turner and Alger.

SOME REPORTS PUT NUMBER OF DEAD AT FIFTY.

Reports of loss of life at Au Sable and Oscoda were persistent last night and to-day, but it was impossible to confirm them. Most of them originated from the stories of panic-stricken refugees, who in their mad rush from the burning towns saw many people fall from exhaustion and counted all these as inevitably lost, some of the reports estimating the dead as high as fifty.

An unconfirmed rumor reached Detroit that the burned bodies of three men and a woman were found at Au Sable to-day near the railroad track, where they had apparently been overcome while running toward safety in the open fields.

Six towns between Alpena and Cheboygan that were yesterday thought to be threatened with destruction suffered serious property losses when the forest fires invaded their precincts.

Quartermaster-General W. G. Rogers of the State militia has made hurried preparations at Lansing to forward a supply of tents to Oscoda to give temporary shelter to the homeless people there. Many of the Au Sable and Oscoda refugees, however, were taken to other places on relief trains and a Port Huron steamer.

THIRTY KNOWN DEAD IN CANADIAN FIRES.

NORTH BAY, Ont., July 12.—As the result of forest fires in Northern Ontario thirty lives are known to have been lost at Porcupine, including Capt. White and family at West Dome, and many have been injured. A hospital train is now on the way to the Iroquois Falls. The disaster is widespread and every train now brings worse reports. It is believed the casualties will number hundreds.

CUT IN FERRY FARES.

Effective for Three Months on Staten Island Line.

The Sinking Fund Commission to-day authorized the Commissioner of Docks and Ferries to accept fares at five cents a round trip from Manhattan to Stapleton, S. I., and return between the hours of 9 o'clock A. M. and 4 o'clock P. M., excepting Saturdays, Sundays and holidays. This authorization was made for the benefit of poor mothers and children.

The reduction in rates during the hours named is to be effective during July, August and September. The regular rate of fare is 10 cents per round trip.

TWO MORE DEAD FOUND IN WRECK OF FEDERAL FLYER

(Continued from First Page.)

Into Mrs. Curtiss's charge that there was a violation of the Interstate Commerce rules about overworking employees in that her husband made to work all night in the switch yards at Mott Haven before the heavy responsibility of taking out the Federal was put on him.

Miss Loretta McCracken of Philadelphia is the most seriously injured of those now in the hospitals here. The surgeons fear that when she begins to come out of the daze which immediately followed the crash the shock of realizing her condition may interfere with her recovery. Most of the victims have passed the shock stage well.

Dr. Charles D. Walcott, superintendent of the Smithsonian Institution at Washington, came here to-day with friends to recover the body of his wife, who was killed in the wreck. Mrs. Walcott's body was identified as to name only by the marks on her clothing yesterday, and it was not until her husband saw the name in Washington paper late last night that he knew of her death.

The body of Mrs. Virginia W. Palmer of Richmond, Va., was identified at the Morgue to-day by her son, M. P. Waldley, of Richmond, who came on to find out what had happened to Mrs. Palmer, whom he knew to have been a passenger on the train.

GULDEN'S
Mustard
Makes Cold Meats Tasty.
A Fine Salad Dressing by adding vinegar at Delicatessens and Grocery Stores.
10 CENTS. Spoon with each bottle.

FENNEL